3: Watson E-4,5 (1943) 1952 SM4 Guarani SM4

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have been precisely in the region where the Cayuá live. Cayuá were occasionally employed as workers by the company—although Paraguayans seem to be preferred for most of the back-breaking, miserably paid types of work which are the lot of the Indians and *mestizos*. The *maté* enterprise in Mato Grosso has, therefore, been another and recent avenue of acculturational contact for the Cayuá. The extension of a large scale development of the *maté* resources north from Paraguay, however, was but a modernized version of the same type of forest exploitation which had long been going on to the south and which had, since the days before the Jesuits, brought the Paraguayans into intermittent contact with the forest-dwelling peoples.

Unlike cattle and *maté*, which were directly responsible for bringing small numbers of settlers to the region itself, the moving forward of the coffee frontier in São Paulo affected directly only those Cayuá who had migrated across the Rio Paraná. But the westward advance of coffee cultivation in the late 19th and 20th centuries did bring Neo-Brazilians closer to the eastern frontier of Mato Grosso and tended to strengthen settlements already there. Moreover, some immigrants spilled over into the newer state when they felt the need of new lands to conquer.

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By 1914 a narrow gauge railroad had been laid, connecting São Paulo centers with the Mato Grosso cattle town of Campo Grande. Several trains a week began to arrive from Baurú in São Paulo state (where a "Guarani" reservation was still located when Nimuendajú made his Apapocuva study). A few more years saw the railroad push on almost to Corumbá on the Paraguay River. Thus nearly the entire southern, and narrower, section of the state of Mato Grosso—which lies between the two rivers—was girded, from the Paraná to the Paraguay.[118]

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Although the *Estrada de Ferro Noroeste do Brasil* lay several hundred miles to the north of Taquapiri, other Cayuá villages were located as much as half the distance closer to the line. The general influence of the railroad was felt in the opening up of communication to the east and in the increasing flow of goods from Brazilian ports and coastal city industries. Trade goods, with little doubt, became considerably easier for the Indians to obtain at this time whereas they had been difficult enough even for the white settlers before. Here and there throughout the southern part of the state, in tiny Neo-Brazilian hamlets and in the few small towns, general stores or trading posts

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[118] "*A Estrada de Ferro Noroeste do Brasil*," still a narrow gauge line, is today (1943) operated with no important improvements in rail or rolling stock since its inception. It is the only railroad in southern Mato Grosso, or, indeed, in the entire enormous state, unless one considers the little "Madeira-Mamoré" line in the north. (This is nothing but a rail connection between fluvial communications on those two rivers.) The "*Noroeste do Brasil*" is ultimately destined, by an international treaty long since signed, to be a joint Bolivian-Brazilian enterprise giving inland Bolivia a continuous rail connection with Campinas, São Paulo, and the port of Santos, and hence a fairly effective outlet to the sea. Recently a small branch line has been built from the main *Noroeste* line south to the Brazilian town of Ponta Porá, on the Paraguay frontier. This will further stimulate Neo-Brazilian penetration, consolidation, and development of the region.